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## GENERAL NEWS.

The Colorado Legislature "Rotten and Stupid."

REPUBLICANS TRIUMPHANT.

Four Japanese Killed and Seven Wounded.

A BATCH OF CRIMINAL ITEMS.

RAILROAD MEN AT WORK—TROUBLE OVER A CHECK, ETC.

By Telegraph to the NEWS.]

**Hitting Them Hard.**

DENVER, Col., April 5.—The sixth general assembly adjourned *sine die* at 2 o'clock this morning. The only business of importance transacted was the passage of the anti-royalty bill, which prohibits irrigation ditch companies from charging farmers a royalty privilege for using water from the canals. Most of the remainder of the ninety days was occupied in wrangling over appointments and investigating charges brought against members or employees. The assembly is generally condemned by the people of the state. A prominent paper speaking upon the subject says: "This legislature will pass into history as the cheapest and most worthless aggregation of rottenness and stupidity that ever assembled under the dome of the capitol of any state."

**THE ELECTIONS.**

**Republican Success Everywhere.**

MICHIGAN.

DETROIT, April 5, 10:30 p. m.—The latest figures on the election place the republican plurality on the state ticket at about 8,000, while on the prohibition amendment the opposition majority will be about 3,500.

WISCONSIN.

MILWAUKEE, April 5.—In many cities of the state by a preconcerted arrangement, the ladies in bodies went to the polls and offered to vote, claiming to be entitled to do so by an inference conveyed by the recently enacted law allowing women to vote in school affairs. In Sturgeon Bay 100 of them voted, but elsewhere their ballots were refused. In Delavan eighty ladies marched to the polls in the morning in procession. A lively discussion followed, speeches being made for and against their right to vote. After considerable excitement, the board refused to accept the votes of the ladies. The polls were blockaded until after 12 o'clock by the ladies, who persisted in offering their votes. A test case will be made and carried to the Supreme Court.

Reports from interiorcities are meagre. Columbus, Delevan and Tomah have elected republican mayors. In DePere the fusion republicans and and democrats won over the labor party. Kenosha elected a full labor ticket.

DENVER.

DENVER, Col., April 5.—Five municipal tickets were in the field to-day; republican, democrat, independent democrat, labor and prohibition. A very large vote was polled, especially by the labor party. The democrats held their own, notwithstanding the split in the party, but the indications at 8 o'clock to-night are that the republicans elected Lee for mayor by 1000 to 1500.

CHICAGO.

CHICAGO, April 5.—It was only last night that socialist Greenhull made the assertion that seven condemned anarchists would be saved by his party polling at least 38,000 pledged votes, electing a socialist city treasurer, their entire west town ticket and six to nine aldermen. The party polled, in round numbers, 20,000 votes. "We have only held the old socialist vote," he said Greenhull sadly to-night. It was a bright day, so far as sunshine was concerned.

A socialist ticket peddler dropped dead at the polls, probably of heart disease, was the nearest approach to a tragic incident. Not a single row occurred during the day. In the absence of a democratic ticket the democrats who voted cast their ballots almost unanimously for the republican candidates. It is estimated that about ten per cent of the democrats failed to vote at all, not wishing to vote the republican ticket and being unwilling to endorse the candidates opposing. Throughout the day the republicans and their democratic allies industriously distributed flaming dodgers presenting the issue of the election as the American flag against the red. The united labor party endeavored to meet this with an equally highly colored circular charging that Roche was an Orangeman. The plan failed signally, and one of the characteristic incidents of the day was the arrest in the Fifteenth Ward of officer John Ryan, of Hermann Greenmeyer, a German socialist, for too obtrusively circulating anti-Roche circulars. The arrest nearly led to a riot, but Greenmeyer was released on promising to desist. Similar scenes were enacted in other wards, and have led to charges by the united labor leaders of unwarranted interference on the part of the police.

It was generally expected that the noted socialistic Knight of Labor, George Schilling, would be elected alderman of the 14th Ward, but at the last moment his strength was diverted to Ridran, democrat. In many of the wards ladies were present distributing prohibition tickets. The candidates of that party drew about their usual vote.

The Republicans made a clean sweep with their city and town tickets, except that Samuel B. Chase, the Democratic candidate for assessor of North Town, pulls through. The Democrats elected one alderman, James T. Appleton, in the second ward. At midnight the returns showed the united labor party elected one man on the entire ticket, Connor, their candidate for alderman in the fifth ward. Dvorak, their alderman in the sixth, is defeated. Connor's majority is less than 400.

The total vote for mayor is Roche (rep.) 51,089; Nelson (united labor) 22,848; Roche's majority, 28,241.

In a row late to-night, growing out of a too enthusiastic celebration of the republican victory, a young man named Crowe was fatally shot by a bartender. The bartender was promptly arrested.

RHODE ISLAND.

PROVIDENCE, April 5.—The election in this state to-morrow will be for State officers and members of the legislature and on question of the woman suffrage amendment to the Constitution.

KANSAS.

ATCHISON, April 5.—The republicans elect Mayor Kelsey again and their entire ticket.

TOPEKA, April 5.—At midnight only a small portion of the vote was counted, but enough to show that the whole republican ticket is elected. The women who had registered mostly voted and generally as their husbands did.

**Killed by a Bomb.**

SAN FRANCISCO, April 5.—Among the passengers quarantined on the *City of Peking*, which arrived yesterday from Yokohama, is Captain T. O. Selfridge, late commander of the United States war ship *Omaha*, who is *en route* to Washington under a suspension caused by the unfortunate affair which occurred in Japan March 4th, while he was in command of the *Omaha*. The vessel had been engaged in shell practice off the Island of Ikishima, 25 miles from Nagasaki, and the officer in charge reported that all the shells had exploded. Shortly after, however, while a group of Japanese were examining a shell which had been fired from the *Omaha*, it exploded, killing four and wounding seven. On learning these facts, Rear-Admiral Chandler placed Captain Selfridge under suspension and ordered him to leave by the first steamer and report to the Secretary of the Navy.

**The Crimes Act.**

LONDON, April 5.—The second reading of the Irish crimes act amendment bill was formally moved in the House of Commons this afternoon by Balfour, chief secretary for Ireland.

Sir Bernard Samuelson, Gladstonian member for Banbury division of Oxfordshire, moved an amendment to the bill to the effect that "the bill would, if passed, increase disorder in Ireland and endanger the union and the empire and therefore should be rejected."

The House of Commons is practically taking a week's holiday, so many members are pairing. The government insists that the debates on the Irish criminal law amendment act shall proceed, but will postpone division on the result to the 19th instant.

**Criminal Cases.**

BANGOR, Me., April 5.—City Marshal Whitney and officer Allen left to-night for California with a requisition from Governor Bodwell upon the governor of California for the return of Calvin P. Graves, the murderer of the Maine game gardens.

ROBBED.

The *Inter Ocean's* special from Springfield, Illinois, says: John Workman, a wealthy farmer and land owner living near Burran, was robbed to-day by three men, who had evidently learned that Workman had that sum upon his person for the purpose of closing a cattle deal.

THE CONSPIRATORS.

SAN FRANCISCO, April 5.—Two more arrests were made to-day in the fraudulent survey cases. They were Geo. W. Baker, on one charge of conspiracy; Geo. H. Perrine, six charges of conspiracy and one of perjury. Both are surveyors. The latter was arrested in Los Angeles and will be brought here for trial. Reilly and Slack, arrested yesterday, and Baker have been released on bonds of $2,500 on each charge.

A MAN SHOT.

NEW ORLEANS, April 5.—In a fight in the factors' cotton press between members of the old and new councils this afternoon, Pat Gilchrist, a yardsman, was shot and dangerously wounded by Alexander Paul, a colored yardsman. Paul says Gilchrist had been threatening him for several days. To-day, Gilchrist approached him, drew a revolver and fired four shots. He (Paul) returned the fire, emptying five chambers of his pistol, one bullet taking effect in Gilchrist's abdomen. Paul is chairman of the executive committee of yardsmen, No. 2, and ex-vice-president of the trades assembly. He was also vice-president of the cotton council before the press association difficulties originated. Gilchrist is well known in cotton circles, and has always borne an excellent reputation.

HADDOCK'S TRIAL.

SIOUX CITY, Iowa, April 5.—The afternoon was consumed in the Haddock case by the cross-examination of J. C. Peterson, alias Jubi. He has made so many contradictory statements that the weight of his evidence is badly broken. He made and swore to several statements concerning his knowledge of the case at various times since it occurred and to-day denied making each one of them as they were exhibited to him. Then he admitted signing them but claimed he was forced to do so and that he did not swear to them. He has been living with G. H. Kellogg, one of the attorneys for the defense, and is very ready to say "don't know" to questions put by the state's attorneys.

**RAILROAD MEN AT WORK.**

**The Inter-State Commerce Law in Operation.**

NEW YORK, April 5.—Despite the scoffs of those who have watched the hitherto futile attempts of the great railroad companies to do away with ticket scalping, the trunk lines seem determined to enforce the recent order stopping the payment of ticket commissions. To-day at the meeting at the office of Commissioner Fink, the general passenger agents of the trunk lines decided not to issue any through tickets over any connecting line which refused to join in the compact or failed to enforce the new rule. There were present the general passenger agents of the Pennsylvania, the Delaware, Lackawanna & Western, the New York Central and the West Shore and Erie.

The inter-state commerce law went into effect to-day and so far

NO DIFFICULTY

in regard to rates has arisen. At the office of the Trunk Line Association, in this city, it was stated that the new rule was working satisfactorily but that some interests would be sure to conflict. These, however, were so trifling that they could easily be settled by the agents.

W. L. Malcolm, general eastern agent of the Santa Fe road and W. E. Hall, the general eastern agent of the Southern Pacific, also stated that the law was working evenly.

The new rates have been posted in the depots according to law and the traveling public could see at once what the various classifications are. The abolition of the free pass system is favorably received by that portion of the public that did not come under the privileges of the dead head rule, now defunct.

THE BOYCOTT

on through tickets issued by the Pennsylvania company against the western roads, reported in to-day's dispatches from Chicago and St. Louis, was the general theme of conversation among the railroad men. It is understood that the boycott has also been extended to the Boston & Albany road. It was the general opinion among railroad men that the boycott would not last throughout the day; that if persisted in it would at the worst cause through passengers some inconvenience for a couple of days, but that by the end of that time the western lines would be able to perfect arrangements by which any inconvenience caused by the eastern lines' refusal to book through would be avoided. Moreover it was said to be a game at which two could play, and that the western roads

COULD RETALIATE

with equal effect. To-day the general passenger agents fixed up their list. A number of roads (about three in all) have not signified their assent to the compact; notably these between Chicago and Kansas City have refused to join the combination.

The deputy commissioner in speaking of the matter, said this evening: "It is not a boycott. We are simply starting right under the new law. The only roads of consequence which have not agreed to the compact are those in the amalgamated western association, and they will doubtless signify their agreement in a day or two. At present there are about ninety roads in the compact.

**Fursch-Madi's Check.**

NEW YORK, April 5.—The *Mail and Express* says in regard to the reported trouble experienced in getting cash for a check issued to Mme. Fursch-Madi by Manager Locke of the National Opera Company: "F. B. Thurber said that neither Locke nor any one else was at fault except the representative of Mme. Fursch-Madi in presenting the check before the usual banking hours. The check was good at 10 o'clock, a deposit having been made to meet it. Furthermore, the attachment made by Mme. Fursch-Madi was against the very money which was to have been deposited to meet the check. There had been some disagreement as to the exact amount due Mme. Fursch-Madi, and the check for $1,070 was drawn some two days before and was held, awaiting the adjustment of the amount due. Other checks which had been given came in in the meantime and were paid at the bank. In other words, Fursch-Madi's attachment tied up the very money which would have paid all the outstanding checks.

## WASHINGTON.

The Inter-State Commerce Commission at Work.

GOVERNMENT U. P. DIRECTORS

**The President's Reception of the Austrian Minister.**

**SUPPLIES FOR INDIANS WANTED**

WASHINGTON, April 5.—In the matter of the restoration of the lands granted to aid in the construction of a railroad and telegraph line from Portland to Astoria, and from Forrest Grove to McMinnville, in the State of Oregon, as provided by the act of forfeiture, approved January 31, 1885, the Secretary of the Interior has decided, on appeal of the Oregon & California Railroad Company, to adhere to the instructions issued July 8, 1885.

The Secretary of the Treasury has decided that the national bank depositories are not required to redeem trade dollars under the recent act.

THE PRESIDENT

to-day appointed George W. Man, of Tennessee, to be commissioner to select the diminished reservation for the confederate lands of Cayuse, Walla Walla and Umatilla Indians, vice Geo. K. Pearson resigned.

The inter-state commerce commission has selected as permanent quarters the fifth floor of the *Sun* building.

Col. Worthington, general counsel for the Richmond & Danville system, Major Sherman, traffic manager of the Central Railroad of Georgia, and vice-president Smith of the Louisville & Nashville Railway Company appeared this morning each in behalf of his own corporation to file necessary formal petitions for relief in each case.

THE PURPOSE

of the petitioners is to secure the suppression of the operation of the long and short haul features of the law until the commission can give a hearing on each specified case.

Congressman Butterworth, accompanied by Captain J. T. Stockdale of the Pittsburg & Cincinnati Steamboat Company, Captain Gus Hagchett, of the Big Sandy and Louisville Mail Line, and Captain R. W. Wise, of the Memphis & Cincinnati Packet Company, appeared before the commission as representatives of the river interests.

Mr. Butterworth, as spokesman of the delegation, addressed the commission. He maintained that the railroads were the agencies of the government, and that the powers conferred upon them were conferred upon

ALL THE CITIZENS,

and hence should not be exercised for the advantage of one class against another. The present tendency was to produce great aggregations of people—large cities—because the corporate agencies of the government gave special privileges to favored points injuring some localities for the benefit of others. It was not for the public good that this should be so. If one desired to start a factory at an intermediate point it could not now be done, not because the advantages were lacking, but because the government agencies would tax it in the way of transportation charges for the purpose of driving out competition. Men who carry freight upon the great natural highways, the rivers, have no power of this kind. They could not forestall the markets. If one chose to charge

EXHORBITANT RATES,

another would enter upon the line in competition. The railroads now asked authority to fix the rates which will drive the boats from the rivers. Their charges were not fixed in accordance with any systematic adjustment of rates, but as a matter of competition, in which one party or the other must go under. There were a class of goods and always would be, which would go by rail, irrespective of rates made by competing lines. He noticed by the reports laid before the commissioner by some of the roads, that their through traffic was only twenty per cent of their total traffic. Now what proportion would they lose if compelled to adopt uniform rates? In his opinion, it would be inconsiderable. Touching the

LOCAL TRADE,

one man whose shipments were but half a car-load, was compelled to pay fourth class rates, while a larger shipper of the same sort of material, shipping hundreds of car-loads, was given rates of the fifth class and reaped advantages from this discrimination which had a tendency to crush out the small shipper. In his opinion it was the purpose of the law to prevent the discriminations which foster great aggregations and tend to the production of Gullivers and pigmies.

Smith, vice-president of the Louisville & Nashville railroad, said that so far as the southern association was concerned there was no discrimination in favor of the larger cities. The managers of railroads recognized that it was for their interests to centralize

BUSINESS AND TRADE.

George R. Blanchard, chairman of the Central Traffic Association, appeared and addressed the commission briefly in behalf of the Michigan railroads, setting forth the circumstances which led to the establishment of lower through rates from Milwaukee across the lake and thence across the State of Michigan than could be given for local traffic by reason of all-rail competition via Chicago. These roads asked permission to maintain local rates irrespective of the through rates until such time as the commission shall be able to take the peculiar circumstances and situation into consideration.

The President to-day appointed the following

GOVERNMENT DIRECTORS

of the Union Pacific Railway Company: Frederick R. Coudert, of New York; Franklin McVeagh, of Chicago; Alexander Haskell, of Columbia, S. C.; Marcus A. Hanna, of Cleveland, Ohio, and James W. Savage, of Omaha. All are re-appointments, their former terms having expired.

New entries from Ohio, Louisiana and Dakota, anticipated by telegraph, were to-day received at the headquarters of the national drill. Among the visitors was General Charles J. Anderson, of Richmond, commander of the first brigade of Virginia volunteers. He had a long conference with Manager DeLeny, and expressed himself emphatically as approving the position of the committee with reference to allowing colored companies to

PARTICIPATE IN THE DRILL.

The President was to-day officially informed that the vacancy existing for nearly two years in the office of minister from Austria to the United States had been filled. Chevalier Schmit Von Tavera accompanied the Secretary of State to the Executive Mansion this morning, where he delivered to the President his credentials as minister to the United States from Austria-Hungary, and made the following remarks:

MR. PRESIDENT—I have the honor to present the letters of his imperial and royal apostolic majesty, my most gracious sovereign, who has been pleased to appoint me as his envoy plenipotentiary to the United States of America. It will be a most agreeable task for me to employ, in compliance with my instructions, all my efforts for the purpose of maintaining as well, and still further developing, the friendly relations existing between Austria-Hungary and the United States of America, and I feel confident that my endeavors for this purpose will always meet with the heartiest support on your part. Having already, on a former occasion, resided in this country during a period of five years, as a member of the Austria-Hungarian legation, let me assure you, Mr. President, that my relations with the government of the United States will always be inspired by feelings of personal sympathy, originating from the recollections of my previous official intercourse with this government.

To which the President replied:

MR. MINISTER:—I have much pleasure in receiving from your hands the credentials you bear, and to bid you welcome as the envoy extraordinary and minister plenipotentiary of his imperial and royal majesty. It is particularly agreeable when, as in your case, one who by long official residence in our midst and association with our government and people has acquired a knowledge of the country and its affairs and has, moreover, formed here ties of personal friendship, returns after a lapse of years, promoted in the honorable service of his government. Your sympathy, no less than your experience, will respond, and aid the earnest desire and constant effort of myself and associates in the government, to maintain and strengthen the traditional relation of amity between the two countries.

The President has declined to interfere in the case of

PATRICK M'CARTHY,

convicted of murder at Fort Smith, Arkansas. He was sentenced to be hanged, but a reprieve of ninety days was granted, which will expire on Friday next.

A claim has been presented at the Treasury Department for the refunding of the money paid for seized property sold as opium, but which proved to be nothing but oatmeal. The sale was made by the collector of customs at Portland, Oregon, and the innocent purchaser was a Chinaman named Seid Baik. The seizure consisted of 39 small cans, each of which was designated as prepared opium and all were sold as such at the rate of $6 per can. Of this number 29 cans contained oatmeal which are worth about one dollar, for which the purchaser paid $170. The question presented is: Shall the collector be directed to refund the money?

INDIAN SUPPLIES.

On Thursday next, Indian Commissioner Atkins will leave for St. Louis, where, commencing on the 12th inst., he will receive and open bids for furnishing subsistence to the Indians for the fiscal year ending June 30th, 1888. The items and quantities of subsistence advertised for are as follows. About 880,000 pounds of bacon; 36,000,000 pounds of beef on the hook; 270,000 pounds of beans; 760,000 pounds of corn; 495,000 pounds of coffee; 8,000,000 pounds of flour; 56,000 pounds of feed; 135,000 pounds of hard bread; 83,000 pounds of hominy; 25,000 pounds of lard; 930 barrels of mess pork; 100,000 pounds of rice; 7,500 pounds of tea; 300,000 pounds of salt; 850,000 pounds of sugar, and 50,000 pounds of wheat. Also transportation for such articles and dry goods and supplies that may not be

CONTRACTED FOR

to be delivered to the agencies. From St. Louis the commissioner will go to New York, where on the 3rd of May he will open bids for furnishing the Indian reserve with supplies of clothing, groceries, implements, books, etc., and for about 400 wagons required for the service, to be delivered at Chicago, Kansas City and Sioux City. Also, for such wagons as may be required or adapted to the climate of the Pacific Coast with California brakes, delivered at San Francisco.

The President to-day appointed John P. Irish, W. J. Bryant and John F. Swift a commission to select and purchase property in San Francisco on which to erect a suitable building for

A POSTOFFICE

and court house. There is $550,000 available for the purchase.

Patrick W. Lynch has been appointed internal revenue storekeeper at Omaha.

In the matter of the survey of the ranch Buena Vista, in San Diego County, California, acting Secretary Muldrow to-day affirmed the decision of the commissioner of the general land office, rejecting the survey of said claim, and directing that all parties claiming an interest in its proper location be notified of the time and place of the new survey, and that testimony tending to establish the boundaries of the claim be taken.

CABINET MEETING.

All the members were present at the Cabinet meeting to-day. [A question considered was in regard to the transfer of certain hostile Apaches to the public reservation near Mobile, Ala. The effect of the failure of the general deficiency bill upon the business of the government during the remainder of the present fiscal year, was informally considered. A statement will be prepared, showing the exact situation of affairs in this regard in each department. It was decided that hereafter the Cabinet shall meet at 11 o'clock on Tuesdays and Thursdays, instead of at noon. The change, which only applies to the recess of Congress, is made for the purpose of giving the heads of departments more time during the afternoon for the consideration of their mail.


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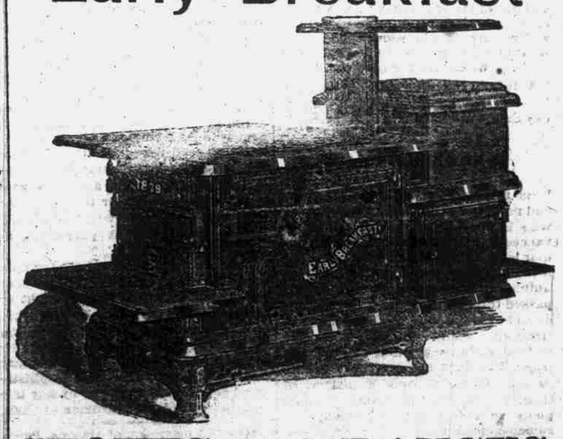

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